

vehicle from the road. In this backdrop, the Ministry of Road Transport and Highways (MoRTH) notified the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 vide G.S.R. 653(E), dt. 23rd September, 2021 with the aim to reduce pollution by scrapping 1 Cr vehicles without valid fitness and registration, improve road, passenger and vehicular safety, improve fuel efficiency and reduce maintenance cost for vehicle owners, to boost auto sector sales and generate employment, to formalize the currently informal vehicle scrappage industry, to boost availability of low-cost raw materials for automotive, steel and electronics industry lays down the procedure for establishment of "Registered Vehicle Scrapping Facility" (RVSF) for carrying out dismantling and scrapping operations of "End of Life" vehicles, which is applicable to all vehicles and their last registered owners, Automobile collection centres, Automotive Dismantling, Scrapping and Recycling Facilities and recyclers of all types of automotive waste products.

Keeping in view of the above, the Department of Transport, Government of Manipur in order to provide safe environment to public is to introduce the "Vehicle Scrappage Policy of Manipur, 2024".

2. OBJECTIVES OF THE POLICY

- 2.1 Scrapping out or phasing out the old and unfit vehicles in order to provide road safety and clean environment.
- 2.2 Creating incentives in the form of rebate in motor vehicle tax or registration fees.
- 2.3 Establishing Automated Testing Stations.
- 2.4 Establishing Registered Vehicle Scrapping Facilities - public or private
- 2.5 Creating employment opportunities
- 2.6 Creating dis-incentives in the form of higher fees for renewal of registration or green tax
- 2.7 Promoting of circular economy in an eco-friendly manner.

3. DEFINITIONS

- 3.1 "Act": The Motor Vehicle Act, 1988 (Central Act 59 of 1988).
- 3.2 "Age of Operation": It is the age beyond which no permit shall be issued.
- 3.3 "Critical Age": 10 years of vehicle from the year of manufacture.
- 3.4 "Environment Compensation Charge": This is the charge to be collected from the vehicle of age more than critical age for causing more damage to the environment.

3.5 "Road Risk Charge": This is the charge to be collected from vehicles of age more than critical age for causing more road risks for the road users and the general public.

3.6 "Scrapping Incentives": These are the rebates and discounts provided in the form of either motor vehicle tax or registration fees.

3.7 "Scrap Value": It means the value of the vehicle as mutually agreed through a digital portal to be provided by the State Government and paid to the vehicle owner or the authority depositing a vehicle to the registered scrapper for scrapping purposes. Any other term used would have the same meaning as assigned in the Motor Vehicle Act, 1988.

4. APPLICABILITY

4.1 To all end-of-life vehicles

4.2 To all Registered Vehicle Scrapping Facilities (RVSFs)

4.3 To all Automated Testing Stations (ATS)

4.4 To all registering authorities

4.5 To all departments who are supposed to issue a No Objection Certificate (NOC) for the registration of RVSFs.

5. CRITERIA FOR SCRAPPING OF VEHICLES

The following vehicles shall be scrapped at an RVSF -

5.1 Vehicles which have not renewed their Certificate of Registration (RC).

5.2 Vehicles which have not been granted a certificate of fitness.

5.3 Vehicles which are 15 years old and above, owned by the Govt./PSUs/Govt agencies/Autonomous Councils, etc., as specify at Rule 52A of the Central Motors Vehicles Rules, 1989.

5.4 Vehicles which have been damaged due to fire, riot, natural disaster, accident or any calamity, following which the registered owner self certifies the same as scrap.

5.5 Vehicles which have been declared obsolete or surplus or beyond economic repair by the Central or State Organisations of the Government and have been offered for scrapping.

5.6 Vehicles bought by any agency including Registered Vehicle Scrapping Facility in an auction for scrapping the vehicles.

5.7 Vehicles which have outlived their utility or application particularly for projects in mining, highways, power, farms, etc., as may be self-certified by the owner.

- 5.8. Manufacturing rejects, test vehicles, prototype, vehicles damaged during transportation from vehicle original equipment manufacturer to dealers or Unsold or unregistered vehicles as maybe certified by the vehicle original equipment manufacturer.
- 5.9 Auctioned, impounded or abandoned vehicles by any enforcement agency.
- 5.10. Any other vehicle voluntarily offered to a Registered Vehicle Scrapping Facility for scrapping by the owner.

6. PRINCIPLES

- 6.1 Incentives-based system to facilitate the phasing out of unfit vehicle population
- 6.2 Utilizing disincentives to make use of old/unfit vehicles a costly affair
- 6.3 Creating a compensatory corpus to neutralize the burden of incentives
- 6.4 To generate awareness through media, IEC activities, and programs in educational institutions
- 6.5 Creating environment and road safety
- 6.6 To create a win-win situation for the vehicle owners, the Registered Vehicle Scrap Facilities, the Government, and society.

7. INSTITUTIONAL FRAMEWORK

- 7.1 The Transport Department shall establish the required numbers of Automated Testing Stations (ATS) on its own or through private agencies and facilitate the establishment of scrapping infrastructure through RVSFs for proper disposal of unfit vehicles.
- 7.2 It is the responsibility of the state to ensure safe vehicles on roads through statutory and periodical mandatory fitness testing of the vehicles.
- 7.3 To discharge the duty of statutory fitness testing of vehicles, the fitness process should be controlled and monitored by the state government.
- 7.4 Higher fitness fees will be imposed on the critical age vehicles as a tool to disincentivize the critical age vehicles from being operated. Further, the higher fees shall be taken by the government to neutralize the burden of scrapping incentives.
- 7.5 RVSFs shall be encouraged to be established purely through private investment.
- 7.6 All applications for setting up of RVSFs shall be received through Transport Department only. The permissions shall be issued by the Transport Department, Government of Manipur on satisfaction of all the required criteria as per the Motor Vehicle Scrapping Rule, 2021.
- 7.7 The registration fee for registration of RVSF will be INR 100000.

7.8 The applicant will declare the whole process of scrapping under his control and update the department from time to time.

7.9 RVSF will function under the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 as amended time to time which include inter alia maintaining an inventory of cut pieces of the chassis number and their final deposition to any OEM under proper receipt annually.

7.10 National Crime Record Bureau and cyber security integration with the RVSF modules provided by the Department.

7.11 Transport Department will act as an overall controller of the RVSF system. If any RVSF is found violating the policy or any provisions of the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 then they may be liable to pay a penalty up to INR 1 lac for each default under a proper receipt of the Government Treasury. But before the imposition of any penalty, the Director (Transport) shall pass a speaking order by affording an opportunity after hearing the RVSF concerned.

8. INCENTIVES

8.1 Motor Vehicle Tax concession will be provided @ **10%** of the motor vehicle tax to be charged from the new motor vehicle being purchased on the basis of a Certificate of Deposit (CoD).

8.2 All kinds of scrapping incentives shall be available only when the new vehicle is purchased from the state OEM dealers and registered in the State of Manipur only.

9. DIS-INCENTIVES

9.1 After the critical age a higher fitness fee shall be charged from the vehicles as per the Central Motor Vehicle Rules, 1989.

9.2 Environment compensation charge will be charged at the rate of INR 1 per CC of the vehicle at the time of its fitness testing for vehicles which have completed critical age.

9.3 Road risk charge will be charged at the rate of INR 1 per CC of the vehicle at the time of its fitness testing for vehicles which have completed critical age.

9.4 All other transport services like transfer, hypothecation alteration, NOC, etc., shall be extended to the vehicles of critical age at a fee rate of INR 100 more than the fee rate for the vehicles other than that of critical age.

10. PUBLICITY

All OEM dealers shall be bound to display the information about the scrapping facilities available and the processes of available benefits under the scrappage policy.

11. POLICY MONITORING & ENFORCEMENT

A State Monitoring & Enforcement Committee under the chairmanship of Administrative Secretary (Transport) may be constituted consisting with the following members to monitor and enforce the Policy:

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|-------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 1. Administrative Secretary (Transport), Govt. of Manipur | : Chairman |
| 2. Administrative Secretary (Finance), Govt. of Manipur or his representative not below the rank of Joint Secretary. | : Member |
| 3. Administrative Secretary (Textile, Commerce & Industry), Govt. of Manipur or his representative not below the rank of Joint Secretary. | : Member |
| 4. Administrative Secretary (Power), Govt. of Manipur or his representative not below the rank of Joint Secretary. | : Member |
| 5. Administrative Secretary (Land Resource), Govt. of Manipur or his representative not below the rank of Joint Secretary. | : Member |
| 6. Director (Environment & Forest), Manipur | : Member |
| 7. Member Secretary, Pollution Control Board, Manipur | : Member |
| 8. Director (Transport), Manipur | : Member |
| | Secretary |

12. INTERPRETATION:

The decision of the State Government in regards to interpretation of any clause of the policy shall be final and binding.

13. PERIOD

This policy would be effective for five years after the notification in the Official Gazette.

14. AMENDMENTS TO THE POLICY

Transport Department in consultation with other stakeholders, shall have the right to review the provisions of this policy from time to time and include/ amend/ delete provisions as it may deem fit.

II. This is issued with concurrence from Finance Department U.O. No. 2/2024-25/FD(06) dated the 7th February, 2025.

III. The policy will come into force with effect from the date of publication in the Official Gazette of Manipur.

MICHAEL ACHOM,
Secretary (Transport),
Government of Manipur.

PART-IX

GOVERNMENT OF MANIPUR
OFFICE OF THE DEPUTY REGISTRAR OF SOCIETIES
IMPHAL EAST, MANIPUR

NOTIFICATION

Porompat, the 31st December, 2024

No. 472/SR(IE)/2024 : It is notified for general information that pursuant to Section 7(1) of the Manipur Societies Registration Act, 1989 (Manipur Act 1 of 1990) **ISBT Gate Number 2 Left Side Auto Drivers' cum Owners' Welfare Association** having its registered address at Khuman Lampak, Imphal East District, Manipur has been registered and numbered as No. 472/SR(IE)/2024 dated Porompat, the 31st December, 2024.

T. SOMOKANTA SINGH,
Deputy Registrar of Societies,
Imphal East, Manipur.

GOVERNMENT OF MANIPUR
OFFICE OF THE DEPUTY REGISTRAR OF SOCIETIES : IMPHAL WEST

NOTIFICATION

Imphal, the 4th March, 2025

No.1942/SR/IW/2025: It is hereby notified for general information that pursuant to Section 7(1) of the Manipur Societies Registration Act, 1989 (Manipur Act 1 of 1990) **“Neikanlong Pei (Thoubei) Development Society”** having its registered address at **Neikanlong, Thangmeiband, Imphal West District, Manipur, P.O. & P.S. Lamphel** has been registered and numbered as **No.1942/SR/IW/2025**, dated, the **4th March, 2025**.

KH. TARUNKUMAR SINGH,
Deputy Registrar of Societies,
Imphal West.